

### Amendments to the Specification:

Please amend the paragraph beginning on page 7, line 27 as follows:

In principle, based on such a roof design, in which the roof parts 102 to 104 can be stacked to form a roof packet, Figs. 7 and 8 show suitable roof part operating mechanisms 108 and 110 for supporting the front and rear roof parts 102 and 104 on the intermediate roof part 103 and schematically a support arm operating mechanism 109, which supports the intermediate roof part 103 on the vehicle body and which is actuated for the displacement of the vehicle roof 101. The operating mechanisms 108 and 110 for the front and the rear roof parts are interlinked with the support arm operating mechanism 109 of the intermediate roof part 103 such that the front and the rear roof parts 102, 104 are moved with respect to the rear roof part 103 at the same time when the intermediate roof part 103 is moved relative to the vehicle body 110. As a result, the roof part packet of the roof parts 102 - 104 is formed as the ~~center~~ intermediate roof part 103 is being moved backwardly toward the storage space of the roof and the stacked roof parts 102 - 104 are then moved together into the storage space in the rear part of the vehicle body 100. The support arm operating mechanism 109 for the intermediate roof part 103 is shown in Figs. 7 and 8 only schematically by dashed lines indicating the arms 144 and 145. The arm 144 which is formed by the C-column is displaced rearwardly from the drive arm 145 - the drive is symbolized by an arrow ~~48~~ 148 (Fig. 9) - and the operating mechanisms for the roof parts 102 to 104 are operatively connected to the drive arm 145 by way of a drive link 147.

Please amend the paragraph beginning on page 9, line 3 as follows:

The drive link structure 112 comprises a pivot arm 117, which is pivotally supported at a pivot joint 118 on the intermediate roof part ~~3~~ 103 - symbolically indicated by the support beam 111 - and which, in the embodiment shown herein, extends about parallel to the support arms 144 and 145 of the support arm operating mechanism 109. In ~~te~~ the lower end area of the pivot arm 117, one end of the drive link 147 is pivotally connected thereto at the pivot joint 121, the other end being connected to the support arm 145 by way of the pivot joint 120. Operating links 122, 123 extend from the pivot arm 117 to the actuating link mechanisms 115 and respectively 116 for the front and rear roof parts 102 and 104, respectively, for actuating the respective roof part operating mechanism 108 and 110.

Please amend the paragraph beginning on page 10, line 12 as follows:

The actuating link structure 115 comprises guide arms 132 and 133, which are pivotally supported on the intermediate roof part 103 and of which the guide arm 132 is formed by one arm of the drive link ~~112~~ 113 such that the drive link 113 represents an angled lever. Also the operating link 122 is part of an angled lever including an angled link 134. The operating link 122 is supported on the intermediate roof part 103 by the parallel guide arms 133 and ~~134~~ 135, which are both pivotally supported on the intermediate vehicle roof part 103. The guide arm 133 forms also a guide member of the five-link actuating structure 115. The arm 132 and the arm ~~134~~ 133 of the operating link 122, which extends along, and is supported on, the intermediate roof part 103, are interconnected by a connecting link 136. ~~during~~ During movement of the roof part

102, this connecting link 136 pivots relative to the guide arm 132 and the angled link 134, while transferring the actuating movement for the front roof part 102 from the operating link 122 to the front roof part operating mechanism 108. In the closed position of the roof 104, with the operating link 122 moved backwardly, the lever extends downwardly along the dashed line 157 and in the folded or stacked position of the roof 101 with the operating link 122 moved forwardly, it extends upwardly along the dashed line 158, which lines are symbolically indicated in Fig. 8. During the transfer between the closed and the stacked position of the roof parts, the connecting link 136 pivots about its pivot joint with the arm 132 of the drive link 113 by an angle, which is greater than  $180^{\circ}$ . In the embodiment shown, this pivot angle is about  $270^{\circ}$ . The angles defined between the connecting link 136 and the guide arm 132 in the two end positions of the roof part 102 are essentially the same and are essentially  $90^{\circ}$  with a pivot range of the guide arm 132 about its pivotal support joint on the roof part 101 of about  $180^{\circ}$ .

Please amend the paragraph beginning on page 11, line 11 as follows:

At the opposite end of the intermediate roof part 103 is the drive connection to the operating mechanism 110 of the rear roof part 104 by way of the actuating link structure 116, which is in the form of a four-link mechanism. It includes a side-arm 137 extending from the driven arm 114 of the support arm operating mechanism 110 so that also the driven arm 114 of the operating mechanism 110 is in the form of an angled lever. The basis of the actuating link structure 116, which is a four-link mechanism, is formed by the pivot joint 138 of the driven link 114 to the roof part 103 and the pivot joint 139 for the connection of the guide arm 140 ~~connection~~ to the roof

part 103. In the closed position of the roof as shown in Fig. 9, the guide arm 140 extends essentially normal to the side arm 137 and passes by the side arm 137. The end of the guide arm 140 opposite the pivot joint 139 is connected by way of a connector link 141 to the free end of the side arm 137 of the driven arm 114. The respective pivot joints are indicated by the numerals 142 and 143. The operating link 123 extends between the connecting joint 142 of the connector link 141 and the guide arm 140 and is connected, like the operating link 122, to the guide arm 135.